

ARRIVALS AT FULTON MARKET

July 17.

Fresh Fish.

Splitting prices:

Haddock, 90c per cwt.

Eastern cod, large, \$2; medium, \$1.75; snappers, 75c.

Western cod, large, \$2.25; mediums, \$2; snappers, 75c.

Cape North cod, large, \$2; medium, \$1.75; snappers, 75c.

All codfish, not gilled, 10c per 100 pounds less than the above.

Hake, 90c.

Cusk, large, \$1.40; mediums, \$1; snappers, 50c.

Dressed pollock, 80c; round, 70c.

Fresh herring, \$3 per bbl. for bait; \$1.50 to salt; \$1.60 to freezer.

Fresh shad, \$2.30 per bbl.

Fresh mackerel, 20c each for large, 12c for medium, 10-12c per lb. for tinkers.

Fresh bluebacks, \$2.50 per bbl. for bait; \$1 to freezer; 75c to salt.

Bank halibut 7c for white 5c and 4c for gray.

On the Railways.

Schs. Quannapowitt and Progress are on Burnham Brothers' railways.

Sch. Charles A. Dyer and tug Eveleth are on Parkhurst's railways.

Harbor Trap Taking Squid.

Douglass' harbor trap is taking some squid about every day which is eagerly sought by the Italian boat fishermen. For several days, the trap has been averaging \$25 to \$30 just on squid alone.

Made Fine Share.

Sch. Florida, Capt. Edward Proctor, shared \$108 to a man on her recent swordfishing trip, the craft weighing out 108 fish.

Black Bass For Fishermen.

Twelve thousand black bass, each about an inch long, were put into lake Tarramuggus, having been sent from the state fish hatchery. John C. Vergason of Marlboro, Conn., and Roger Bakesley of Hartford had charge of the fish, and a paper was required to be signed by five reliable witnesses showing that the work had been done. This is the first time that the state has sent fish here to be put into the lake.

Sch. Lucania Stripped.

Sch. Lucania of this port, which is ashore on the sands of Truro has been stripped of her sails, rigging, cable and gear and the material saved brought here by a lighter. The tide ebbs and flows through the Lucania as she lies on the shore. That she is in a bad shape is conceded by the wreckers, who are still at work on her.

Big Freezing Plant.

The Chlopeck Fish Company is completing a refrigeration plant at Sitka, Alaska, to have a capacity of 500 tons of frozen fish, and to be utilized principally for freezing halibut. Walter Stewart is the manager. The plant will be in operation some time in August. It is planned to greatly increase the size of the plant next year.

Arrivals were not as heavy last week the total catch reaching 870,500 lbs., or about 12½ per cent. less than the hauls of the preceding week. Thirty-five vessels carried fish, 21 having bluefish, eight mixed fish, five sea bass, and one fluke.

During the last half of the week western white halibut sold at 7c per pound. On Friday some small fish were quoted at 6½c. During the early part of the week the quotation on western fish was 8c per pound.

Eastern white halibut was quoted at 10c on Thursday and Friday. Gray fish was quoted at 8c per pound.

Six cents was the price of hake on Friday. During the early part of the week 3 to 5c was the quotation.

Haddock brought 3 to 4c during the entire week.

Fresh mackerel—Large fish sold at 25 to 30c. On Saturday last the quotation on tinkers was 3 to 4c per pound.

Steak cod sold at 9 to 11c per pound from Monday on. There was not very much of it in the market. Market cod was on sale only during the latter part of the week. The price was 5c.

Pollock brought 2½ to 6c, according to the size of the fish.

Arrivals reported were:

Valentinna, 7500 bluefish.

Faustina, 5600 bluefish.

Frank Munroe, 2500 bluefish.

Nourmahal, 10,700 bluefish.

Ethel Mildred, 9000 bluefish.

Griswold J. Keeney, 9000 bluefish.

Columbia, 7000 bluefish.

Flora L. Nickerson, 6000 bluefish.

Edith M. Prior, 7300 bluefish.

Latona, 7100 bluefish.

Annie Godfrey, 3500 bluefish.

John Feeney, 6400 bluefish.

Charlotte J. Kingsland, 3700 bluefish.

Ellen Charlotta, 5100 bluefish.

Viola, 4100 bluefish.

Bertha & Pearl, 11,700 bluefish.

Benjamin W. Latham, 8100 bluefish.

General Grant, 6000 bluefish.

Edwina H. Redmond, 7000 bluefish.

Gracie, 3000 bluefish.

Maryland, 10,000 bluefish.

LITTLE DORCAS IS DOING BIG

Up to the present time, the Portland auxiliary schooner Dorcas, is high liner for the New England swordfishing fleet. She arrived at Boston Tuesday morning and landed 128 fish there, the most that has yet been brought in by any one vessel. Monday, the Hockomock was at T wharf with 126 but the Dorcas seems to have topped her by a brace of the big marine inhabitants.

Capt. Frank Newell is now in command of the Dorcas and under his charge she has had a successful season. While the mackerel were running to the westward, she netted for them and landed enough to stock about \$3500 which is pretty high.

The Alcyone, Capt. Austin Penney, also came in on Monday bringing 15,000 pounds halibut.

There is great activity at the present time in the fish shredding and glue departments of the Cold Storage Co.

The Julia Opp, Capt. George Benham, landed 4000 pounds mixed fish and 600 pounds halibut.

The Togo, Capt. Ted Locke, had 6500 mixed fish and also a very fine swordfish.

Messrs. Swim Bros. report a catch of 3000 mackerel in their trap at West-ern Head.

The total catches for Lockport during the week ending July 5 are as follows: 30,000 lbs. mixed fish landed by Roseway; 40,000 lbs mixed fish landed by Julia Opp; 30,000 lbs. pollock landed by Cold Storage gill netter, Capt. J. Benham, in one day; 3197 lbs. halibut; 157 lbs. salmon caught at Jordan Falls and sold in Lockport, 146 bbls. herring for bait and Cold Storage; 22,391 mackerel; 9500 salted fish; 150,291 mixed fresh fish.

Captains are elated at the present time as there is plenty of bait to be had. The Cold Storage Co's trap is bringing in fresh herring every day and fresh bait can be supplied to all vessels applying for it.

New Halibut Concern.

A. J. Bechtel, a Victoria capitalist who is now operating several former sealing vessels out of Victoria in the halibut trade, is incorporating his business and adding additional vessels. Mr. Bechtel plans to incorporate as the Victoria Fishing Co. Ltd., a concern of which he will be the president. The active management will be in the hands of his son A. E. Bechtel. Stock in the company will be held entirely by the Bechtel family. The erection of a cold storage plant at Victoria in the near future is contemplated by the new concern.

The schooners Victoria and Jessie are now in the field and the Ida Etta is being added to the fleet. Mr. Bechtel, who is a well known capitalist, and was for a long time actively interested in the Victoria machinery depot, is a former sealing operator.

July 17.

QUIETEST DAY FOR SOME TIME

Four Steamers With Bluebacks Are the Only Arrivals Here Today.

This morning was the quietest for weeks in the harbor, not an off shore fare having arrived during the past 24 hours.

Steamers Unknown, Advance, Yankee and Joppaite landed 20 barrels of bluebacks apiece at the Port this morning, which sold for bait.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

- Str. Unknown, seining, 20 bbls. fresh bluebacks.
- Str. Advance, seining, 20 bbls. fresh bluebacks.
- Str. Yankee, seining, 20 bbls. fresh bluebacks.
- Str. Joppaite, seining, 20 bbls. fresh bluebacks.
- The arrivals and receipts in detail are:
- Str. Unknown, seining, 19 bbls. fresh bluebacks.

PORT OF GLOUCESTER.

Arrivals.

- Sch. Yacht Eugenia, cruising.
- Sch. Yacht Sunshine, cruising.

Vessels Sailed.

- Sch. Arkona, salt trawl banking.
- Sch. Bohemia, salt trawl banking.
- Str. Whileaway, seining.
- Str. Lois H. Corkum, seining.
- Sch. Ingomar, halibuting.
- Sch. Yakima, halibuting.
- Sch. Paragon, halibuting.
- Sch. Georgiana, halibuting.
- Sch. Emily Sears, shore.
- Sch. Esther Gray, shore.
- Sch. Gladys and Nellie, haddockings.

TODAY'S FISH MARKET.

Salt Fish.

- Handline Georges codfish, large, \$4.75 per cwt.; medium, \$4.25; snappers, \$3.
- Drift codfish, large, \$4.25 per cwt.; medium, \$3.75.
- Salt trawl bank cod, large, \$4.25, medium, \$3.75.
- Eastern halibut codfish, large, \$4.25; medium, \$3.75.
- Georges halibut codfish, large, \$4.50; mediums, \$4.
- Cusk, large, \$2.25; mediums, \$1.75; snappers, \$1.25.
- Hake, \$1.50.
- Pollock, \$1.50.
- Haddock, \$1.50.
- Flitched halibut, 8 3-4c per lb.
- Shore salt mackerel, \$11 per bbl.

LARGE COD ARE JUMPED TO \$8

The Few Market Boats at T Wharf Today Struck Mid-Winter Market.

Groundfish was in light supply at T wharf, Boston, this morning; the dealers having only five fares to buy mostly off shore fish.

Sch. Jessie Costa has 50,000 pounds, the largest haul of the morning. Other fares are schs. Louisa R. Sylvia, 23,000 pounds; Edith Silveria, 33,000 pounds.

One swordfisherman, sch. Motor, with 150 fish, supplied the market, the dealers paying six cents and eight and one-half cents a pound for them.

Wholesalers quoted \$4 a hundred weight for haddock, \$7 to \$8 for large cod, \$4 to \$6 for market cod, \$2 to \$4 for hake and \$4 for pollock.

Boston Arrivals.

The fares and prices in detail are: Sch. Agnes, 7000 large fresh mackerel, 7000 medium fresh mackerel, 2000 fresh tinker mackerel.

Sch. Marguerite Haskins, 5000 large fresh mackerel, 2000 medium fresh mackerel, 7 bbls. fresh (blink) mackerel, 15 bbls. salt mackerel.

Sch. Azorian, 2500 cod, 1500 hake. Sch. Jessie Costa, 40,000 haddock, 2500 cod, 8000 hake.

Sch. Louisa R. Sylvia, 16,000 haddock, 6500 cod, 5000 hake.

Sch. Ignatius Enos, 3700 cod, 2000 pollock.

Sch. Edith Silveria, 25,000 haddock, 2000 cod, 6000 hake, 500 pollock.

Sch. Motor, 150 swordfish.

Sch. Arthur James, 6000 large and medium fresh mackerel, 6000 fresh tinker mackerel, 21 bbls. salt mackerel.

Sch. Corona, 2000 large fresh mackerel, 1000 medium fresh mackerel, 4500 fresh tinker mackerel, 3 bbls. fresh (blink) mackerel, 1500 lbs. butter fish, 3 bbls. salt mackerel.

Sch. Constellation, 2000 large fresh mackerel, 1500 medium fresh mackerel, 6000 fresh tinker mackerel.

Haddock, \$4 per cwt.; large cod, \$7 to \$8; market cod, \$4 to \$6; hake, \$2 to \$4; pollock, \$4; swordfish, 8 1/2c and 6c per lb.

Large fresh mackerel 25c apiece; medium 12c; tinkers, 6c per lb.

PORTLAND MAY BURN FISH GURRY

Practically all of the netters have given up their hunt for bait. Only a few fish are shoaling now, and these are mostly shad, while the bluebacks and herring seem to have disappeared altogether. The shad are being found near the rocks at Matinicus and few of them are being brought into Portland. Boats from the eastward are purchasing the fish as soon as caught and taking them to other cold storage plants for bait.

While practically no mackerel of any size are now being brought into Portland a number of tinkers, which are even too small for that designation are being received here. The fishermen, because of the size of these fish, have dubbed them "spikes" and they deserve the name, for they are little larger than smelts.

The schooner Mary E. Sennett returned to Portland Tuesday from Boston where she had landed 97 swordfish.

So few fish are being received these days that the market may be said to be stagnant. No prices are even being quoted.

Fish dealers along the water front are at their wits' end to know how to dispose of the waste matter or gurry that accumulates from day to day, says the Portland Express and Advertiser. It was formerly taken to Vinalhaven and converted into glue, but there is no longer a demand for it there. It is said that the Board of Health proposes eventually to own an incinerator which would dispose of all such waste materials and settle this problem for all time. Better to have it eventually than not at all, yet it would seem where the health of a community is imperilled by dumping this putrid matter along the water front or elsewhere within the city limits it would be wiser to secure the incinerator at once and practice economy in some other quarter.

Lockeport Fishing Notes.

The Lockeport Cold Storage Co., report a very busy week in all departments.

On Monday the boat, brought from the trap 2000 mackerel and also 12 barrels fresh herring for bait.

A good quantity of bait has been landed each day, the amount on Saturday last reaching 70 barrels.

The Ainsley Hubley, Capt. Hubley, Halifax, came to the Cold Storage Wharf last week to fit up for fishing. She took 20 barrels of bait.

On Monday the Roseway, Capt. Ross Locke, returned from her shacking trip. She brought 30,875 pounds mixed fish, 400 pounds halibut and also a very fine swordfish, the latter weighing 348 pounds.

July 17. ✓

STEAMER RAN THROUGH SEINE

Capt. Enos Nickerson Had Biggest School of Season—Crew Helpless As Small Fortune Is Swept Away.

Capt. Enos Nickerson of sch. Frances S. Grueby is about as mad an individual as can be imagined just about now, and he has mighty good reason to feel so, as all will agree after reading the skipper's tale of how he lost a bonanza trip of mackerel down off the Rips last Sunday morning.

Capt. Nickerson ran into an immense body of fish while cruising about. It was the largest single school of mackerel that he had ever seen in his career, he reports. The crew succeeded in getting the seine around the school and with prospects of a small fortune ahead of them, started to take in the twine.

With the rings on the boat they suddenly saw a steamer headed right for them. Capt. Enos and his men did not think seriously of the accident, supposing that the big fellow was coming along side for curiosity sake and witness the hauling on board of the catch.

But instead of keeping clear at a reasonable distance, the steamer just plowed on, in spite of the shouts of the skipper and crew to keep clear, going right through the seine and cutting it to pieces, while the big school of fish escaped.

It was certainly a trying moment for all hands on board, as they watched the steamer continue on her way without stopping. Sch. Frank L. Hall and crew of sch. Ralph L. Hall who were close at hand came to the rescue and assisted the Grueby's men in saving the rem-

nants of their seine and a small part of the school which failed to escape.

Capt. Nickerson ascertained the name of "Transportation" on the steamer. He is looking up the matter, to see what his legal rights are in the matter, which a view of bringing proceedings against the steamer.

Several Fares at Boston.

Information received this noon by the Times, announces the arrival of three of the seining fleet at Boston with mackerel fares. They are as follows:

Sch. Constellation, Capt. Charles Maguire, 2000 large, 1500 medium and 6000 fresh tinker mackerel.

Sch. Arthur James, Capt. Archie Devine, 6000 large and medium, 6000 fresh tinker mackerel, and 21 barrels salt mackerel.

Sch. Corona, Capt. Wallace Parsons, 2000 large, 1000 medium, 4500 tinkers, three barrels blink fresh mackerel, 3 barrels salt mackerel and 1500 pounds fresh butter fish.

The Arthur James took her trip off South Shoal Lightship, while the Constellation and Corona secured their fares on the Rips. The dealers paid 25 cents apiece for large mackerel, 12c for medium and 6c a pound for tinkers.

Yesterday afternoon, these fares arrived at Boston:

Sch. Agnes, Capt. James McLean, 7000 large, 7000 medium, 2000 fresh tinker mackerel.

Sch. Marguerite Haskins, Capt. Reuben Cameron, 5000 large, 2000 medium, 7 barrels fresh blink mackerel, and 15 barrels salt mackerel.

July 17.

Are Working Hard to Keep Sable Island Above Water.

Is Sable Island for its sins to be swallowed up by the great ocean from which it sprang? From this question follows another, seemingly paradoxical in comparison with the first. Shall the Canadian government sit supinely by, discouraged by one failure in a forestation plan designed to prevent such a catastrophe, and make no further attempt to solve the important problem of Sable Island? The Dominion Bureau of Experimental Farms in its recent report surveys the work begun in 1901, and a writer in the *Forestry Journal* strongly urges the Bureau to continue experiment along the line, that of scientific tree planting, and to the expenditure of more thousands of dollars in behalf of humanity, for that portion of humanity which voyages the northern Atlantic.

The Graveyard of the Atlantic.

If the farthest outpost of the Maritime Provinces, the visible part of a submarine bank one-third the area of Nova Scotia, should disappear beneath the sea-surface, which it so closely resembles in appearance that mariners can distinguish the island only upon near approach, the possibility of shipwreck on the shoals and sand-bars surrounding it would be greater than at present and the chances of saving human life in emergencies of this kind would be very much reduced. Lighthouses and life-saving station, resting now on the scripturally unsound foundation of shifting sand—without these the reputation of Sable Island, which is literally blowing away and sinking, rain by grain, would scarcely be improved; out of sight, the island would be more menacing than ever. Its title, "The Graveyard of the Atlantic," could still remain in use.

Sable Island lies close to the regular paths of trans-Atlantic navigation and the waters thereabout are visited by numerous coasters and fishing schooners. Storms are of exceeding frequency and the winds from the south-east, blowing with almost the constancy of trade-winds, invariably bring fog. Irregular ocean currents of great strength sweep round the island and carry ships out of their course. The catalogue of foundered vessels probably includes not more than half those that have come to grief on the treacherous shoals of Sable Island since the Cabots discovered it in 1497. The list of known disasters, however, is melancholy enough. From statistics published by the Marine Department of Canada, it appears that, between 1583 and 1899, 170 vessels were

lost in storm or fog on the shores of this island with the dark-hued name and history; and a chronicler of the '30's declared that two hundred persons had perished there in a single year.

On Sable Island many vessels of D'Anville's French armada were wrecked. In 1853, when Sir Humphrey Gilbert was returning home from Newfoundland, of which he had taken possession in the name of the English Crown, his little fleet became entangled in the shoals and the ship *Delight* went to pieces, all the officers and the crew drowning. Spair, about the middle of the sixteenth century, made an attempt to colonize Cape Breton, but the ships that were transporting the Spaniards and their goods succumbed to a violent storm and the perilous bars and shores of Sable Island. After a gale of wind has dug into the sand and scattered it into the ocean or over the island, and the waves have washed the shore, the timbers and hulks of old ships, buried for years are exposed to view, and bleached human skeletons are exhumed from "The Graveyard of the Atlantic."

When Boats Ran Once a Year.

The Canadian government maintains lighthouses and a life-saving station on Sable Island now, and there is wireless communication with the mainland and vessels at sea. Times have considerably changed. Nova Scotia, before it became a part of the Dominion, took heed of the mariners' menace lying off its coast and appointed a "Superintendent of Sable Island," to have charge of "the house of rescue." The superintendent and his assistants lived in almost complete isolation, save when they had shipwrecked people for companions, or when an infrequent boat put out from the mainland to bring provisions and carry back the guests who had come unwilling with the fierce Atlantic storm. Sable Island was never visited voluntarily by tourists—or very seldom; but we find the editor of a guidebook published 30 years ago inserting a description of the place and justifying its inclusion as follows: "It may be of service to voyagers on these coasts who should chance to be cast away on the island, since no one likes to be landed suddenly in a strange country without having some previous knowledge of the reception he may get." Accommodations and equipment had then been increased, for—"a regular line of communication has recently been established between Sable Island a

Halifax. The boats run once a year, and are chartered by the Canadian Government to carry provisions and stores to the lighthouse people and patrols, and to bring back the persons who may have been wrecked there during the previous year."

There was once a time, however, when the prospects of shipwrecked mariners were not so pleasant and promising. The preservation of human life on the island in such circumstances was achieved when it was achieved by means different from those now available. In 1508 a futile attempt at colonizing Sable Island was made by "Le Sieur Baron de Leri et de St. Just, Vicomte de Gueu," but he left some livestock which afterward saved many lives. Another story in the romantic annals of this strange island may be retold. In 1598 the Marquis de la Roche was sent by Henry IV. to America, carrying two hundred convicts from the French prisons. He determined to found a settlement on Sable Island and left 40 of his men there to begin the work. De La Roche soon after was forced by stress of storm to return to France, abandoning these unfortunate colonists. With little in the way of food, clothing, shelter or fuel, they suffered intensely for a long time. The wrecking of a French ship brought partial relief. Some sheep which had been carried on board were cast on the island. Huts of wrecked timber were made. For seven years the miserable men lived in these huts, dressing in sealskins and living mostly on fish. Then Henri IV. sent out a ship under Chedotel and the 12 survivors gaunt, squalid and long-bearded, were carried back to France—and pardoned and rewarded.

Shrinking and "Travelling Eastward."

Sable Island, lying 104 miles south-east of Cape Carso, somewhat crescent-shaped, with the horns toward the north, is the highest point of one of those banks of sand, pebbles and fragments of shell and coral, which form a line under the waters of the Atlantic, extending along the coast from Newfoundland to Cape Cod. It is 25 miles long by a mile and a quarter wide. These are the latest figures, but they are not dependable, for the

size and shape of Sable Island are dependable. Sable Island is a geographic freak. The early navigators knew it under the name of San Cruz, set it down as a hundred miles in length. Since 1763, when it was taken into the fold of Great Britain, has shrunk from 40 miles in length and two and a half in width. Cape Darby, superintendent of Sable Island, in a letter contributed to "The Coast Pilot," wrote in 1868 that the land had grown seven miles shorter the previous 28 years.

Not only is Sable Island diminishing in size, the winds blowing there away faster than the waves wash up, but it is travelling eastward, its longitude as given by mariners of former time is not the longitude which Sable Island is found on present charts. The island is on the eastern edge of the Sable Island bank, it stands in imminent danger—danger comparatively imminent, that is—of falling off into deep water. As the prevailing winds blow from the west, the safety of Sable Island is threatened from both directions, east and west. Two lighthouses at the western end, built in succession within the last quarter of a century, have been overtaken by the sea and demolished by the breakers. The point where at one time the quarters occupied by the land superintendent were located now five miles from shore.

Sable Island has no harbor. What was once its harbor is now a shallow lagoon, which is or recently was 10 miles long, but which, according to a survey made early in the last century was then 25 miles in length. This lagoon, or lake, had 200 years ago the same form that it now presents, but a breach was made into it by the sea on the north side and a very commodious harbor for small coasters was thus created by nature. A tempest similar to that which opened it, closed the inlet again and blockaded the shallows which had sought shelter from it at the rising of the storm. The whole aspect of the landscape, if lying. Sable Island possesses such things, changes constantly. The strong west winds and the violent storms cause an almost ceaseless shifting

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July 17.

restation of the peculiar problems, but the method used and knowledge gained elsewhere can doubtless be adapted to the local conditions and employed as far as applicable.

The only native vegetation consists of coarse grass, warbleberry plants and huckleberry bushes, on which subsisted the famous herds of wild horses known as Sable Island ponies, probably the descendants of horses left by the Portuguese visitors in the sixteenth century. The fauna of Sable Island has been remarkable in several periods of its history. Wild horses, wild cattle and wild hogs inhabited the island at one time or another and in large numbers. They originally found their way thither in wrecked ships or were abandoned by discouraged colonists. Finally the several races became nearly extinct by increasing beyond their means of subsistence, by disease and by being hunted and exported dead or alive by men from the mainland. In not a few instances these animals proved useful food to shipwrecked mariners who would by any means kill some of them. The progeny of those which escaped from sinking ships, used to roam over the sanddunes. Sable Island has several claims to the interest of naturalists. The walrus or seal, at one time inhabited the island, but is now extinct, probably in consequence of the attacks of men, since as many as 300 pairs of

HALIBUT TOOK A BIG JUMP

Sch. Harmony Had Her Fare Quickly Grabbed Up As Soon As She Arrived.

Halibut was in good demand yesterday by the wholesale trade in consequence of which sch. Harmony, Capt. Christopher Gibbs, which arrived with a 20,000 pounds fare from Grand Banks yesterday afternoon had but little difficulty in disposing of his trip, for the American Halibut Company grabbed it up at a big advance, paying 10 cents a pound for white and seven and one-half cents for grays, taking out the fare immediately.

The only other off shore fare was the down-east sch. Aspinet, Capt. Jake Brigham, from a shacking trip, his haul being for 100,000 pounds salt cod.

Outside of the mackerel fare of str. Nora B. Robinson which went to Boston, the only steamer arrivals up to noon today were the Yankee and Unknown with small fares of fresh bluebacks.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Harmony, Grand Banks, 22,000 lbs. fresh halibut, 14,000 lbs. salt cod, 7000 lbs. fresh fish.

Sch. Aspinet, shacking, 100,000 lbs. salt cod.

Str. Nora B. Robinson, seining, 30,000 fresh tinker mackerel. (Went to Boston.)

Str. Yankee, seining, 25 bbls. fresh bluebacks.

Str. Unknown, seining, 15 bbls. fresh bluebacks.

Vessels Sailed.

Sch. Arabia, seining.
Sch. Frances S. Grueby, seining.
Sch. Matthew S. Greer, haddocking.
Sch. Progress, haddocking.

Handline Georges codfish, large, \$4.75 per cwt.; medium, \$4.25; snappers, \$3.

Drift codfish, large, \$4.25 per cwt.; medium, \$3.75.

Sat.rawl bank cod, large, \$4.25, medium, \$3.75.

Eastern halibut codfish, large, \$4.25; medium, \$3.75.

Georges halibut codfish, large, \$4.50; mediums, \$4.

Cusk, large, \$2.25; mediums, \$1.75; snappers, \$1.25.

Hake, \$1.50.
Pollock, \$1.50.

Halibut, \$1.50.

Flitched halibut, 8 3-4c per lb.

Shore salt mackerel, \$11 per bbl.

MACKEREL AND

~~SWORDFISH~~ 18.

Swordfish

Sort of Overshadowed the Groundfish at T Wharf Today.

Three steam trawlers and one Gloucester fisherman furnished T wharf's groundfish supply this morning, but in spite of the few arrivals, prices were not alarming, the chief trade being fresh mackerel and swordfish which arrived in good quantity since yesterday afternoon.

The hauls were as follows: Steamers Swell, 30,000 pounds; Foam, 27,000 pounds; Spray, 70,000 pounds; sch. Adeline, 56,000 pounds and three swordfish, besides a small quantity of halibut.

Two swordfishermen, the On Time and M. Madeline together had 112 fish, which sold at nine and one-half cents a pound.

Wholesalers quoted \$1.75 to \$3.25 a hundred pounds for haddock, \$5 to \$5.50 for large cod, \$2.25 to \$3.50 for market cod and \$2.25 for pollock.

Boston Arrivals.

The fares and prices in detail are: Sch. Alert, 3000 large fresh mackerel, 10,000 medium fresh mackerel, 5000 tinker fresh mackerel.

Str. Swell, 16,000 haddock, 14,000 cod, 1600 lemon sole.

Str. Foam, 19,000 haddock, 8000 cod, 700 lemon sole.

Sch. Adeline, 40,000 haddock, 16,000 cod, 3 swordfish, 800 halibut.

Str. Spray, 22,000 haddock, 50,000 cod, 300 halibut.

Sch. M. Madeline, 64 swordfish.

Sch. On Time, 52 swordfish.

Str. Bessie M. Dugan, 10,000 fresh tinker mackerel.

Str. Geisha, 9000 fresh tinker mackerel.

Str. Enterprise, 20,000 fresh tinker mackerel.

Str. Joanna, 5000 fresh tinker mackerel.

Str. A. B. Nickerson, 14,000 fresh tinker mackerel.

Sch. Theodore Roosevelt, 6000 fresh tinker mackerel, 20 bbls. salt mackerel.

Sch. Mary E. Harty, 1000 large and medium fresh mackerel, 9000 fresh tinker mackerel, 15 bbls. salt mackerel.

Str. Vera B. Robinson, 30,000 fresh tinker mackerel.

Str. Mary B. Ruth, 800 fresh tinker mackerel.

Haddock, \$1.75 to \$3.25 per cwt.; large cod, \$5 to \$5.50; market cod, \$2.25 to \$3.50; pollock, \$2.25; swordfish, 9 1-2 cents per lb.; large fresh mackerel, 22 cts. each; medium, 12 cts.; tinkers, \$5 to \$5.35 per cwt.; blinks, 3 cts. per lb.

NESTS MADE IN TELEGRAPH POLES

The members of the woodpecker family, contrary to popular belief, do not lay their eggs in hollow trees—they deposit them in cavities which they themselves excavate for the purpose. The bird student soon learns just where to look for the nest of each species. Thus you may find the nesting cavity of the red-headed woodpecker or the flicker in a tall stump. Telephone poles are often used for this purpose. On the plains, where trees are scarce, the telegraph poles provide convenient nesting sites for woodpeckers. Some time ago, while traveling on a slow train in Texas, says a writer in the Craftsman, I counted 150 telegraph poles in succession, 39 of which contained woodpecker holes. Probably I did not see all of them, for not over two-thirds of the surface of each pole was visible from the car window. In traveling through the pine barrens of Florida and southern Georgia, one frequently find grouped about the cabins and plantation houses, the popular chinaberry or Pride of India tree. These are the places to look for the nest of the hairy woodpecker.

July 17 a

Geological Survey, which has been following the strange stream. And it is "lost" through irrigation. It is supposed to reach the San Joaquin valley, but does not get there. Before the stream reaches the larger valley, the ditches have sapped the stream of all its water, and it is nothing to give long before it reaches its mouth.

What has started off well from the west peaks on the American continent, from many a lake and glacier, not so much water as to moisten the surface of a stone lying in the bed